



The Pines Neighborhood On-Street Parking Analysis

August 21st, 2018

What are key issues in The Pines?

- Long history of concerns by residents of The Pines neighborhood over a lack of available on-street parking during evening and overnight periods.
- More recently, residents perceive a large number of vehicles from nearby high-density residential developments are being parked within The Pines neighborhood and adding to the parking congestion.

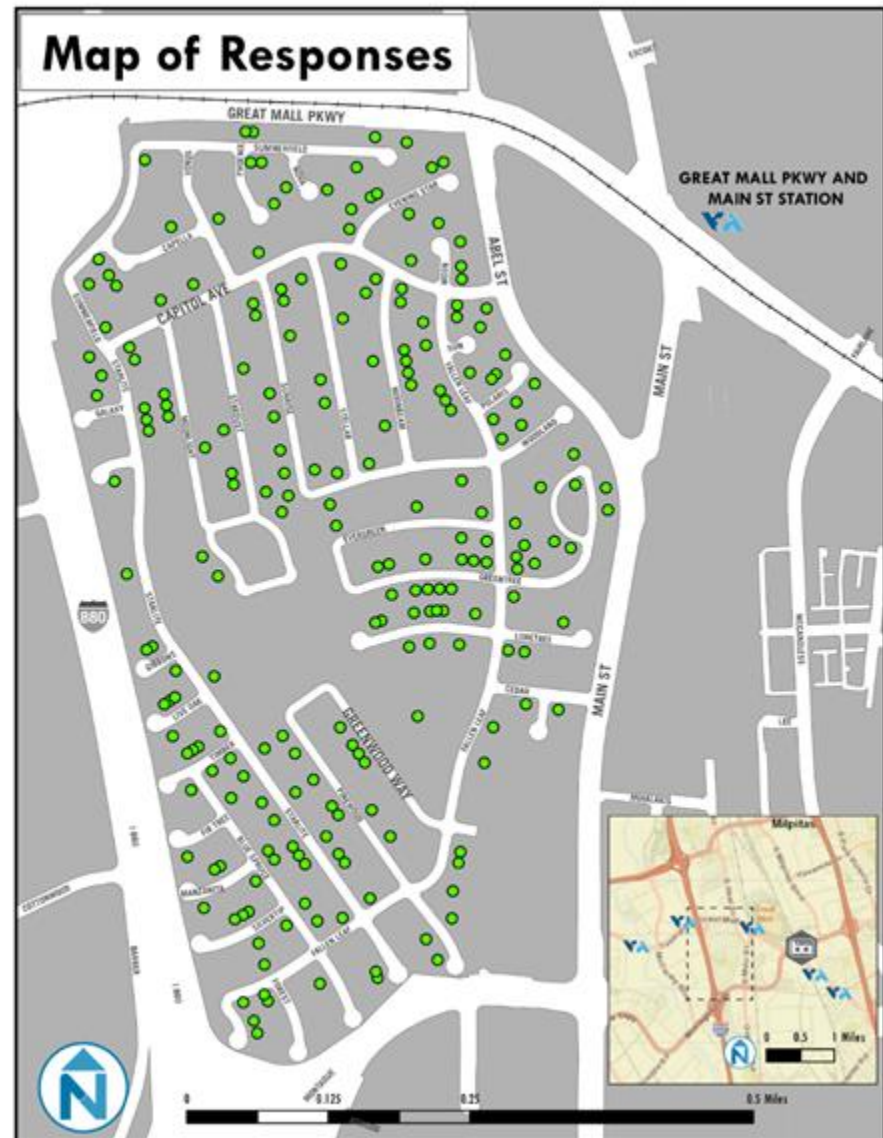


Analysis

- City Council requested staff analyze on-street parking availability within The Pines and to identify possible solutions.
- Historically, The Pines has had on-street parking congestion problems.
- The Pines neighborhood encompasses 976 single family homes.
- On-street parking availability is estimated at 2,000 spaces.
- Nelson-Nygaard, Transportation Planning Consultant, was contracted with to analyze the problem and to recommend a parking permit program.

Analysis - 1st Neighborhood Survey

- Winter 2018: Entire Pines neighborhood of 976 households were sent a mailer survey.
- Only 244 of the 976 surveys were returned (25% response rate).



Analysis - 1st Neighborhood Survey Results

- Respondents indicated on-street parking difficulties were concentrated during evening and overnight on weekdays and weekends.
- Respondents have an average of 3.3 registered vehicles per household.
- 83% of respondents have 2 car garages.
- 28% of respondents with garages do not park in their garages.
- 68% of respondents park on the street.
- 76% of respondents do not want to park further than across the street from their homes.
- Only 146 of the 244 respondents supported a permit parking program.

Analysis - January 30, 2018 Community Meeting

- A Community Meeting was held on January 30, 2018 at Zanker Elementary School to discuss on-street parking problems and the survey results.
- Approximately 100 attended.
- Perception that nearby new high density housing is causing on-street parking congestion.
- Fee based permit parking program was not well received.
- Concern with vehicles parked on street corners obstructing on-coming traffic and pedestrians.
- Concern with multi-family households in The Pines with a large number of vehicles.

Analysis - 2nd Survey

- Due to the low response rate to the 1st survey, a second in-person door-to-door was conducted in Spring 2018.
- The survey focused on 407 households nearest to Abel Street and the two high density residential complexes.
- Canvassers obtained 269 responses out of 407 households, which is a 66% response rate.
- Approximately 199 out of the 269 survey responses supported a no-fee form of a parking permit program.
- Parking permit program received less support if fees were applied.

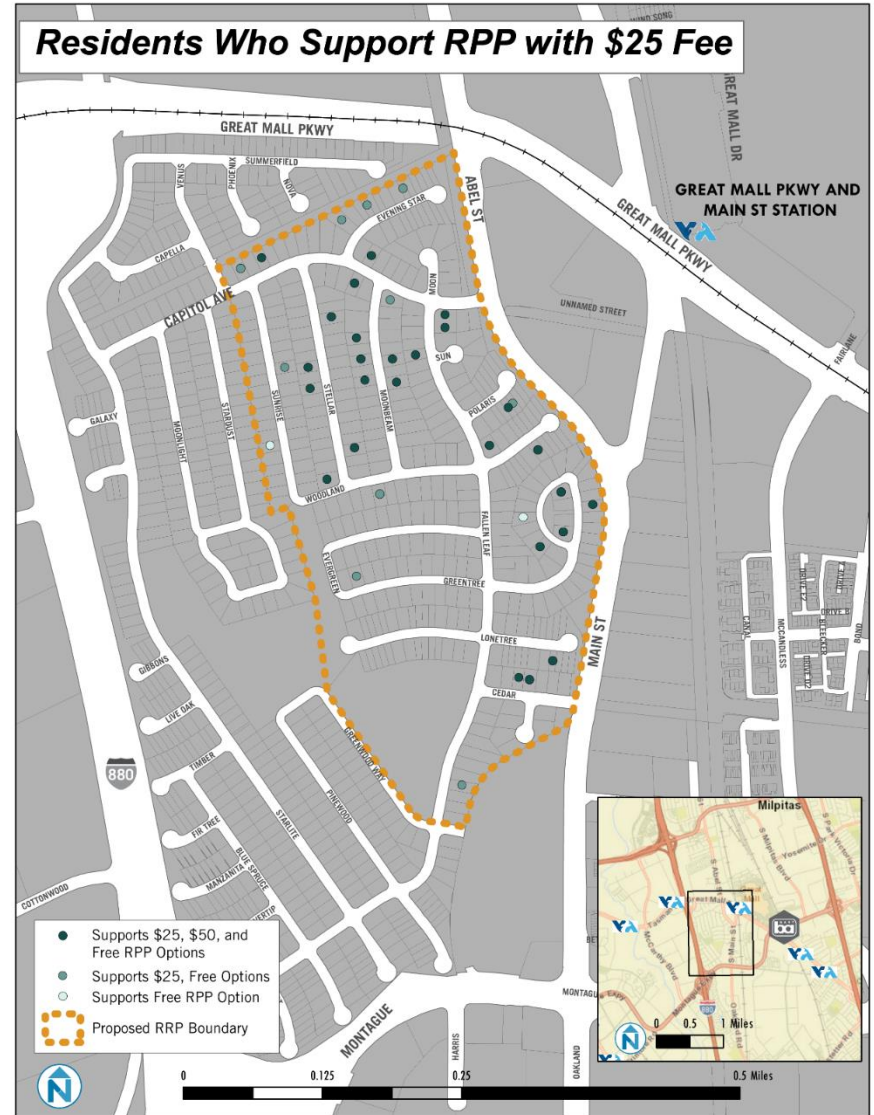
Analysis - 2nd Survey

199 households out of the 269 survey respondents supported a no-fee permit parking program.



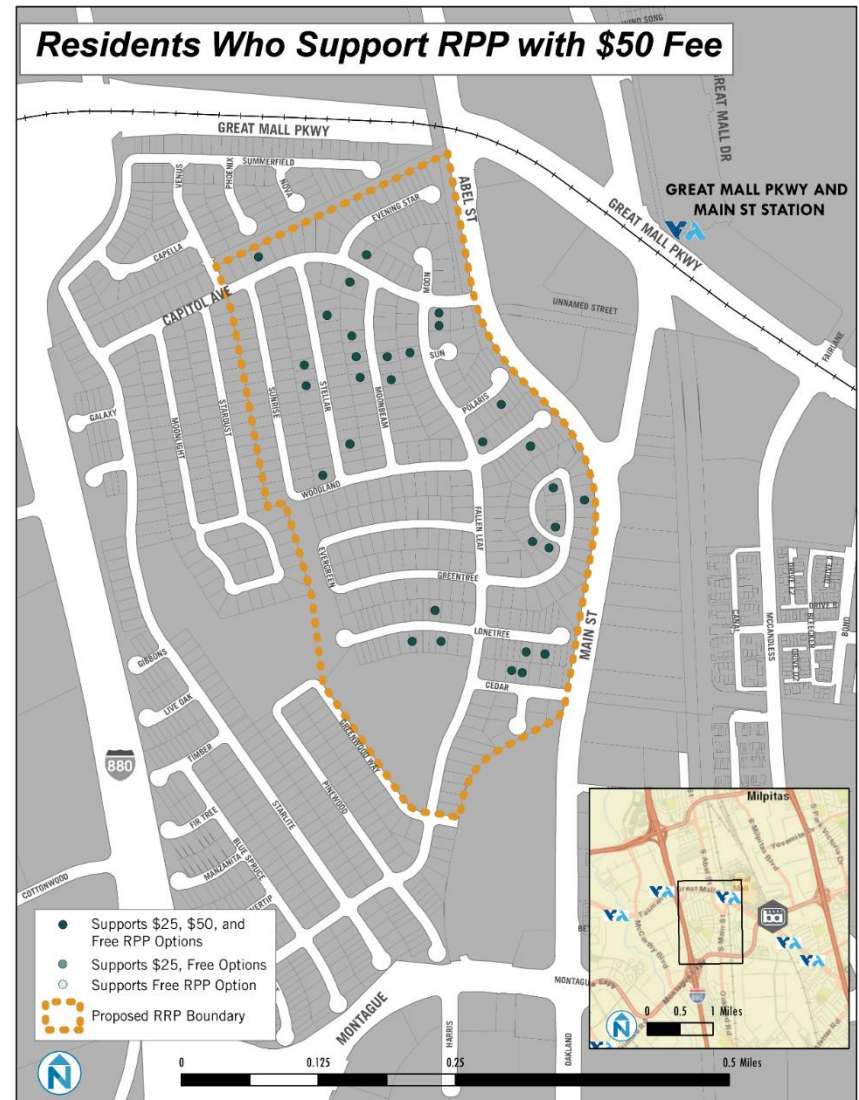
Analysis - 2nd Survey

42 households out of 269 survey respondents supported a fee based permit parking program with an annual fee of \$25 per permit.

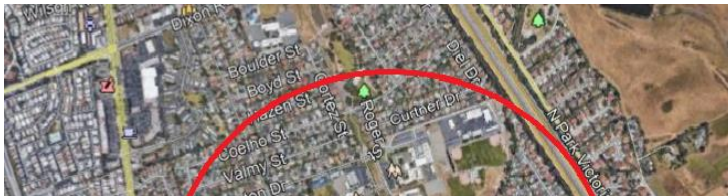


Analysis - 2nd Survey

35 households out of 269 survey respondents supported a fee based permit parking program with an annual fee of \$50 per permit.



Existing City Parking Permit Program

- The City enforces an on-street Parking Permit Program as authorized by Ordinance V-100-12.14 in areas around Milpitas High School, Pomeroy School, and Russell Middle School.
 - On-street permit parking is enforced 8:00 am to 3:00 pm Monday through Friday excluding holidays.
 - Residents may obtain no-cost permits for every vehicle registered to a household, and 2 guest permits.
 - Enforcement is complaint based.
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Existing Parking Time Limit Areas

- The City enforces an on-street vehicle parking time limit as authorized by Ordinance V-100-15.27 on portions of Fanyon Street and Dennis Avenue near Burnette School.
- A Permit is required to park on these streets from 3:00 p.m. to 10:00 p.m. Monday through Friday, and 9:00 a.m. and 10:00 p.m. Saturday from February 1 through July 31.

What Other Cities Have Done

City and State	Permit Costs/Limits	Number/Description of Permit Areas	Petition Policy
Palo Alto, CA	Ranges from 1 – 4, depending on cost (first permit free, \$50 for each additional permit) Daily visitor (\$5 each) Long-term visitor (\$50 each)	Downtown only, grouped into 10 zones	50%+1 to initiate survey 70% resident approval required for creation of new RPP area or opt-out of existing area
Los Gatos, CA	4 permits (\$42 each) 2 visitor permits (free)	Grouped by 6 residential districts	50%
San Jose, CA	Ranges from 1 – 4, depending on area (\$35 each, 6 out of 21 zones are free) 2 visitor permits (free)	Grouped by 21 zones	50%+1
San Francisco, CA	4 permits (\$128 for cars, \$96 for motorcycles) One-day permits (\$6 - \$11 depending on quantity)	Grouped by 29 zones	To rescind/modify existing RPP area, 50% To create new RPP area, at least 250 households or 50%

Potential Pilot Permit Parking Program

- Provides additional data to gauge effectiveness in the focus area.
- Gauges neighborhood support after implementation.
- Informs staff of possible transferability to ensure parking permit program in other areas of the City.

Potential Pilot Parking Permit Program Details

- Applies to 407 focus area households.
- 6 month trial period.
- Parking permit in effect from 12 AM to 6 AM seven days/week.
- 3 permits per household at no cost with proof of residency.
- Consultant would manage and administer the permit program.
- Enforcement would be complaint based and random 1-night per week of active patrol by Milpitas Police Department.
- Upon conclusion of program, staff would analyze the program results and report back to the City Council.

Pilot Parking Program Cost

Item	Estimated 6-month Cost
Permit Admin. (Consultant)	\$20,000
Parking Enf. (Milpitas PD)	\$22,000
Public Noticing *	\$10,000
Regulatory Signage*	\$165,000
Program Results Study*	\$25,000
Total Cost	\$242,000
* One-time setup cost	



Pilot Parking Permit Program Goals

- Gather data to verify parking problems are associated with residents from outside The Pines.
- Determine if program improves opportunities to access on-street parking.
- Determine if community support for a permit parking program improves.
- Identify the cost/benefit of the program.
- Create a parking enforcement system that can be used in other parts of the city (i.e. transferable).

Parking Permit Program Considerations

- Perceptions that overnight parking congestion is directly caused by high density residential projects with inadequate on-site parking.
- The Police Department conducted recent night surveys of available parking within complex garage structures and noted ample available parking spaces were available.
- Program may not address on-street parking congestion and would not guarantee on-street space for residents due to number of vehicles within neighborhood versus available on-street spaces.
- 3 parking permit limitation may require some residents park in their driveways, garages, or store infrequently used vehicles elsewhere.

Parking Permit Program Considerations (cont.)

- Enforcement will include permit display and issuance of citations for violations of all vehicle code and municipal code requirements.

Examples of enforcement items:

- Fire Hydrant Blockage
- Perpendicular parking in cul-de-sacs
- Expired vehicle registration
- Vehicles parked in same spot longer than 72-hours
- Parking around intersection corners

Parking Permit Program Considerations (cont.)

- Perpendicular parking in cul-de-sacs



Parking Permit Program Considerations (cont.)

- Recent police patrols in The Pines focus-area identified 29 vehicles stored on streets.
- 5 of the 29 vehicles were subsequently towed for City Ordinance violation of parking in excess of 72 hours.
- All but one vehicle inspected by PD was registered to a resident of The Pines.
- No vehicles inspected were registered to the nearby apartments.

Staff Proposed Next Step

- Present Findings to The Pines community
 - Historical parking situation
 - Professional parking analysis
 - Police observations
 - Parking permit program PROS and CONS
 - Parking management best practices
 - improved use of garages and driveways,
 - encourage alternative transportation options to reduce overall on-street parking demand
 - Identify other potential parking in the neighborhood

Staff Proposed Next Step

- If the City Council were to direct staff to implement a pilot parking permit program, the next steps would include:
 - Budget Appropriation \$242,000 to fund pilot project;
 - Issue Request for Proposal for consultant to administer program;
 - Award contract to consultant and notice residents of implementation;
 - Award contract for installation of regulatory street signage;
 - Modify City Ordinance for enforcement of permit-only parking streets;

- If the City Council did not wish to proceed with implementation of a pilot permit parking program, staff recommends further engagement and discussion with The Pines Homeowners Association and residents to identify best practices, such as improved use of garages and driveways, and to encourage alternative transportation options to reduce overall on-street parking demand and improve on-street parking opportunities for The Pines neighborhood.

Recommendation

- **Receive presentation and provide staff with direction.**



Analysis

- Staff was requested to analyze on-street parking availability within the Pines neighborhood.
- The initial goal of a Residential Parking Permit (RPP) in the Pines is to allocate on-street parking supply to residents of the Pines and their guests.
- The remaining questions are:
 - Is this key problem worth the burden of an RPP?
 - Are the residents of the Pines in favor or against an RPP?
 - What could an RPP program look like in the Pines?
 - Can elements of the Pines RPP scale citywide?